

DE LUXE STEAMSHIP OF FRANCE ARRIVES

The Paris, With Eight Classes of Passengers, Makes First Maiden Voyage.

LAST WORD IN BEAUTY Many Notable Persons Among the 901 to Make First Trip From Havre.

The Paris of the French Line, newest of the great transatlantic fleet and largest French steamer afloat, steamed into port yesterday morning after a swift maiden voyage from Havre. She carried an unusual number of notable voyagers among the 901 passengers on her list.

In neither size nor speed is the Paris a record breaker, nor was she intended to be, but in the matter of decoration and comfort for the most prominent French shipbuilders and French artists have striven to make her unique. Throughout the craft many varieties of fine woods of natural color and wrought iron work of great beauty have been used in an unusual plan of decoration.

The Paris is a quadruple screw vessel with hull of black superstructure of steel and three funnels of the characteristic French Line, red with black tops. The big ship is driven by turbine engines of 44,000 horsepower, operated by fifteen oil burning tubular boilers.

The liner is 454 feet long, 60 feet longer than the Mauritania and 100 feet less than the Aquitania. Her beam is 86 feet and her depth 60 feet. The distance from bridge deck to keel is 89 feet. Gross tonnage is 33,750 and displacement 38,150.

Passengers in Eight Classes.

The liner is unusual in that her passengers, of which she can accommodate 901, are divided into eight classes, starting with a select fifteen individuals who are "grand luxe" on down through the one-hundred and one class, which is the lowest. The ship has a children's playroom, gymnasium, cafe and innumerable other public rooms. The grand luxe apartments are decorated by French artists and include a private dining room, drawing room, dining room, pantry, four bedrooms, each with private bath, dressing room and toilet.

The Paris left Havre on Wednesday, June 15, at 7 P. M., and reached the Ambrose Channel light at 4 A. M. yesterday. Her average speed was 26.4 knots, but she cut off her motors on Sunday she encountered rough weather but ran through it with no discomfort for her passengers. She is commanded by Capt. Maurice, commodore of the line and former commander of the France.

Marshal Fayolle, who visited this country last year as the guest of the American Legion, was on board, heading a party including a number of prominent men prominent in various professions who are bound for Canada. There the mission, elected by the French-American Society, will thank the Dominion for her aid to France during the war.

The Canadian Government will be presented with a bust by Rodin, symbolic of France after victory, bearing the inscription: "To Canada, who has poured out the blood of her sons for the liberty of the world, this day in this hour, we dedicate."

Among those in the mission are Vice-Admiral Chastler, Senator Gaston Menier, M. Pournier-Sarcelve, Count de Contades, M. de Warren, Bishop Landroux of Dijon, Albert Bonnard, Count de Loyne and Louis Bleriot.

M. Bleriot, one of the most noted of the French aircraft manufacturers, said today that he will be possible to leave Paris in the morning in an airplane, lunch in New York, and return to the French capital for the night. The main difficulty, he said, is the refueling of a motor, which will function well at 15,000 metres altitude. At this height, he said, it will be possible to make a speed of 700 kilometres (about 435 miles) an hour. The main difficulty is the refueling of a motor, which will function well at 15,000 metres altitude.

Chai Chan, former Prime Minister of China, and five Chinese secretaries arrived on a mission of friendship and inquiry. Nine newspaper men who made the trip as guests of the line also were on the liner.

At present there are 56,000 members of the Dairyman's League, most of them in New York State, but some in portions of Pennsylvania, New Jersey, Connecticut, Massachusetts and Vermont.

Commenting editorially on the plan, the Dairyman's League News, in its June issue, to be published in a few days, says: "The big thing to remember is that the first pooled price was fair, considering the wretched market situation, that the checks went out on time and that the great plan is bound to improve with time."

The liner will sail within a week for Montreal, Quebec and Bremen, and then return to New York at Cherbourg, Southampton and Queenstown.

NEW YORK CUB MARKET WEDNESDAY, JUNE 23, 1921.

Table with columns: Sale, High, Low, Last, Net. Lists various commodities like Boston Wagon, Carb. Synd., etc.

OUT OF TOWN MARKETS

Table with columns: Sale, High, Low, Last, Net. Lists various commodities like 100 Mass Gas, 100 Mass Gas, etc.

MISCELLANEOUS MARKETS

Table with columns: Bid, Ask, Bid, Ask. Lists various commodities like 1000 A. M. Bond, 1000 A. M. Bond, etc.

NEW YORK STOCK BONDS

Table with columns: Form, Rate and Maturity, Bid, Ask, Yield. Lists various bonds like 4 1/2% U.S. 1917, 4 1/2% U.S. 1917, etc.

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TRADE ASSOCIATIONS SHIP \$221,000,000

Steel, Copper and Cement Exports for Year Valued at \$127,000,000.

MACHINERY \$25,000,000 Heavy Lumber Shipments Also Show in Report to Federal Commission.

WASHINGTON, June 22.—Exports during 1920 of the forty-eight trade associations operating under the Webb export trade law amounted to \$221,000,000, according to reports filed with the Federal Trade Commission.

The steel, copper and cement shipments were valued at \$127,000,000, and went to all parts of the world. The value of locomotives, textile, machinery and foundry equipment, which were sent chiefly to Europe, was estimated at \$25,000,000.

Milk, meat and other foodstuffs, valued at \$8,000,000, were shipped to Great Britain, Cuba, Mexico, Central America and China.

Lumber shipments totalled \$14,000,000. Paper was sent to Europe, Asia, Africa and South America; tanning materials chiefly to the United Kingdom and also to Europe, Asia and New Zealand.

STOCK MARKET TO ARGUE FREIGHT CASE JULY 15 Contend That High Rates Imperil Their Business.

WASHINGTON, June 22.—Petitions of live stock shippers and others for reduction of freight rates on live stock were set today by the Interstate Commerce Commission for oral argument July 15.

The commission has been told that freight rates amounted to as high as 12 1/2 per cent. of the selling price on cattle shipped from Montana to Chicago, according to a statement by John S. Benton, counsel for the National Association of State Railway Commissioners, who represents the State commissions in the case.

The States of South Dakota, Montana, Nevada and Arizona have intervened in the case, and North Dakota, Iowa, Nebraska and Kansas have furnished data to the commission on conditions in the live stock industry, which Mr. Benton said were in a serious condition due to the high freight rates.

OPPOSE RATE CUTS ON FRUITS AND VEGETABLES Rail Men Say Shippers' Appeal Lacks Merit.

WASHINGTON, June 22.—Evidence presented to the railroads by shippers of fruits and vegetables in various parts of the country does not justify a general reduction of freight rates on that traffic, the association of Railway Executives announced today.

Many complaints of high rates on fruits and vegetables, the statement said, were based on profit and unfavorable markets, but the actual figures demonstrated that the daily and weekly results were generally remunerative.

The announcement followed a meeting of railroad executives in New York at which the situation was considered at the request of the Interstate Commerce Commission.

PLAN FREIGHT REDUCTION. Pacific Coast Shippers to Confer with Railway Men.

WASHINGTON, June 22.—Representatives of Pacific coast heavy tonnage shippers announced today that tentative plans had been made for a freight reduction conference July 1 with representatives of the railroads.

The California Citrus League has sought recognition by the Interstate Commerce Commission in its case opposing a 3 1/2 per cent. rate increase, but the statement said further hearings would be unnecessary if an agreement could be reached directly with the carriers.

JUDGE ADMITS SEEING Met Woman Who Changed Testimony at Midnight

CLEVELAND, June 22.—William H. McGannon, former Chief Justice of the Municipal Court, on trial for perjury, today took the stand in his behalf and admitted that he had attended a midnight conference on the eve of his second trial for the murder of Harold C. Kacy, of which he was acquitted, at which Miss Mary E. Neely was present.

Miss Neely to change her testimony in the second trial as the latter testified for the State several days ago.

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